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**INFORMATION REPORT**

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PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

COUNTRY

SUBJECT **Bulgaria**

**Port Information:** Varna (hydrographic data, security measures, piers and cranes and bunkering facilities)

27 February 1958

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3

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SUPPLEMENT TO REPORT #

THIS IS UNEVALUATED INFORMATION

THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 8ND No 8-58).7

2. Alphabetical Designators In connection with information contained herein specific points of interest are

referred to in this report by the following alphabetical designators:

- A. Anchored and pilot aboard
- B. Dredged area
- C. New buoy
- D. Light removed
- E. Outgoing pilot discharged
- F. First berth

- G. Second berth
- H. Third berth
- I. Three old submarines
- J. 3-5 patrol craft
- K. Rumanian passenger ship
- L. Phosphate plant
- M. Port Authority building

NAVY review completed.

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C-O-N-F-I-D-E-N-T-I-A-L

- 2 -

c. Pilotage is compulsory in subject harbor and is available day and night. Pilot came aboard [redacted] via a 30' motor boat while vessel was at anchor. Outbound pilot came aboard [redacted] and was discharged at designator E.

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5. Controls Upon arrival at subject port, boarding party consisting of physician, agent, immigration and customs representatives came aboard. No search was made of vessel and only guns and ammunition were sealed. Crew was allowed to go ashore until midnight. On arrival at berth, a surveillance guard was stationed at the gangway to check shore passes of the crew. This guard was under sidearms and wore an "army-type" uniform. There was no surveillance boat noted in subject harbor.

6. Harbor Craft The only tug observed in subject port was used by vessel in berthing, [redacted] and departing subject port. It is termed "small and very old."

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# 7. Berth

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a. Berthing area at subject port is diagrammed [redacted] Berth, [redacted] is described as having a controlling depth of 23' to 24' extending out approximately five meters from the berth face. This necessitated vessel discharging about one-half its full cargo [redacted] before shifting berth [redacted] in order to bring draft of the vessel down from its incoming draft of 25' to the 22' maximum required by berth [redacted] Berth is described as being approximately 30' wide and about two thousand feet long with berthing space for three vessels. [redacted] there were three warehouses along the quay which are believed to be of brick construction and approximately 250' long each. Lights are available at subject berth for night operations. Fire protection equipment, however, was not observed. Mechanical handling facilities included four old cranes of 3-5 ton capacity which operate on tracks alongside the quay. These cranes were used to dip vessel's iron ore cargo off the ship and dump it directly into railway cars. Railway access is noted on diagram and includes one railway track in front of transit sheds and several behind.

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b. [redacted] vessel used three gangs of stevedores working eight-hour shifts, with 3-5 men per gang. No females were employed as stevedores. Workers are described as "slow."

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[redacted] was a [redacted] point of 105. Bunkers were paid for in US dollars. Other supplies taken on at subject port included 50 tons of good quality boiler and drinking water which were delivered by a small hose at berth. Sewerage was dumped into the bay and garbage was disposed of at sea. All in all, [redacted] berthing area was in "fair" repair.

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8. Naval Vessels Three old submarines were observed [redacted] at designator I. [redacted] these submarines do not appear to have been in use for the past several years. [redacted] out of active service and used perhaps as training vessels. Three to five patrol craft of what appeared [redacted] to be pre-World War II vintage were observed at designator J. All naval vessels [redacted] were Bulgarian.

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9. Merchant Vessels [redacted] there is very little traffic into subject port; that the only merchant vessel [redacted] was a small [redacted] merchant vessel at designator G.

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[redacted] vessel was discharging phosphate. A Rumanian passenger ship was berthed at designator K during call at subject port, [redacted] indicating that this vessel operates on a regular schedule.

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- 3 -

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10. Shore Activities Crew was allowed ashore by the half-pass system and practically all went ashore. Only a few Soviet nationals were observed in subject port. Crew's general impression was that there was little opportunity to buy food and drink except at the beach area, where considerable numbers of tourists were observed. Female companions could be found along the beaches. Many of these "companions" are believed to be from Rumania.

11. Miscellaneous

- a. Generally, the people in subject port appeared to be happy [redacted] this might be because of the vacation period.

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- b. [redacted] there is a phosphate plant located at designator L. Port Authority building is at designator M. Only construction observed at subject port was small building being constructed in the beach area.

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a number of railroad tracks

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three (3) supposed brick warehouses

Berth of  
Asian passenger  
vessel

four old jib cranes  
(dipper type) of approx.  
3 ton capacity

25X1

Berthing area

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## FOREIGN AND ENGLISH TERMS

Altch	forehead, point
Burns, Burns or Noe	cape, point, headland
Chushko	spring, fountain
Dalyan, Dalgant	fishing station
Dava	valley, stream
Buys, Luv or Luvul	lake, lagoon
Gradina	garden, park
Zatie	bay, gulf
Lizman	bay, cove
Reha	river
Svet, Sveta (St.)	saint
Tine	hill, mount

Fathoms	Meters	Fathoms	Meters	Fathoms	Meters
4	05	44	82	34	256
5	09	45	87	35	277
6	14	5	31	36	293
7	18	54	96	37	311
14	23	54	101	38	329
14	27	55	105	39	347
15	32	6	110	40	366
2	37	61	114	40	369
24	61	62	113	62	732
24	64	63	123	54	316
26	50	7	128	60	1097
3	55	8	144	70	680
3	59	9	165	80	583
36	64	10	183	90	668
36	69	11	201	100	829
4	73	12	219		
44	78	13	238		

Corrected to N.M.

[illegible]